

## Daily Eagle

M. M. MURDOCK, Editor.

WEDNESDAY MORNING, NOV. 19.

The civil service commission on being interviewed said there will be a general sweep made of present office holders.

Becher and the politicians of Brooklyn are quarreling over the question of who among them has the best right to sit at the right hand of Maria Halpin's man when he comes into possession of his kingdom.

Cleveland has ordered his secretary to turn every letter applying for office, as he does not wish to see them. That is a nice way to treat the men who have been turning themselves inside out for him for three months.

A plan to rob the mail on the Atchison, Topeka & Santa Fe Railroad, in New Mexico, has been known to the postoffice authorities for some time. The plan is said to have been a gigantic one, which, if carried out, would have resulted in heavy and mysterious losses to the government. It was yesterday nipped just as the robbers were about to be commenced, by the arrest of New Mexico of the leaders. One of the sharpest detectives in the government employ worked up the case, and made the arrests. The postoffice inspectors in New Mexico, of the details of the contemplated robbery, but refuses to make the plot public.—Denver Tribune.

The danger of incidental harm to the community, or to certain classes of people, from the increased use of machinery, the extension of public works, etc., is greatly diminished when those who make the laws, and especially those who duty it is to interpret them, recognize that law is a progressive science; that it is a means, not an end; that when a state of precedent, a new precedent must be made. How the most enlightened jurists hold this principle constantly in view, and how the common law is the statute law is thus made to keep pace with the general advance of civilization, is admirably shown in the leading article in the North American Review for December, "Labor and capital before the law," by Judge M. T. Cooley, of Michigan. To the same number William K. Ackerman contributes some suggestive "Notes on railway management." Dr. Schiemann tells what he found in his excavations of the ruins of Tyne, in southern Greece, and Principal Shipley supplements his scholarly article on "Friendship in ancient poetry" with one on "Friendship in English poetry." The other articles, by George Ticknor Curtis, and "Responsibility for state robbery," by John F. Hume.

## MISLED.

Albany Evening Journal: From the Topeka Capital, for years the organ of prohibition sentiment in Kansas, it appears that the treachery of St. John is fully realized in his own home and that it was known before the election. Had this man really decided to advance the temperance cause he would have spoken in as many states as possible, so that prohibition might everywhere acquire at least a foothold. St. John devoted all his energies to increasing his vote in New York state with the express object in view of defeating the Republican party, and nowhere is this better known than in his own state. It is the habit of the prohibitionists to compare their movement with the old abolition cause. Those of us who remember Birney and 1844 know how sincere the abolitionists were in their efforts to make John make this state the central point of his canvass with the defeat of Clay as his object. For the great mass of prohibition voters we have the respect that devotion to principle always inspires; but they have been misguided by unscrupulous leaders who had no worthier object than the gratification of personal revenge or personal gain.

## THE ROWDY WEST.

Having finished counting, let's get down to business. Let every Republican put his shoulder to the wheel and make things hum. The Democratic party, by the grace of the mugwumps, is the saddle; but this great country, belongs to its fifty-two million people, and every honest man should be guarded and every material interest protected and sustained by its loyal subjects. The great party that has been in power for twenty-four years and made the nation what it is today will not sit down in the sulks and say it is another Bull Run and we are ruined, and they try to make the prophecy good.

We got licked, we acknowledge it, and are awfully sorry. But, gentlemen, understand it is only a temporary affair. The Republican party do nothing to prevent you from doing the best you can. We have a very poor opinion of Democratic wisdom and statesmanship, and as a consequence we shall from time to time give you good advice, and besides remind you that we feel mighty thankful that the United States senate stands like a granite wall between the Democratic party and unwise legislation. In passing, also, the "rowdy west" gives its compliments to New York, and will say that inside of three presidential terms the empire state will be a way station, with its mugwumps busy selling tickets to the new empire of the Mississippi valley. New York has gone against the west and western interests, but just set it down as a fact that the "rowdy west" gives its compliments to New York, and will say that inside of three presidential terms the empire state will be a way station, with its mugwumps busy selling tickets to the new empire of the Mississippi valley. New York has gone against the west and western interests, but just set it down as a fact that the "rowdy west" gives its compliments to New York, and will say that inside of three presidential terms the empire state will be a way station, with its mugwumps busy selling tickets to the new empire of the Mississippi valley.

## "AN HONEST MAN IS THE NOBLEST WORK OF GOD."

While the liquor sellers and liquor anti-prohibitionists of this county voted for Glick and Fenlon on their anti-prohibition lowliness, they supported and elected a straight prohibitionist to the legislature.—Leavenworth Times.

How will they vote if we get retribution? Our idea is that the liquor dealers will all be prohibitionists in another year or so. It is evident that prohibition is cheaper to them than a license system. Take the counties where the greatest confusion has existed on the question of prohibition, and it will be seen that the enforcement of penalties has been but a joke. In many of the counties there are no prosecutions at all, in others only occasionally. In Ohio the liquor men are in favor of the "wet" system, and in Kansas this also will be the end of the controversy.—Junction City Union.

## THE PRACTICAL IN TEACHING.

To the Editor of the Eagle:

A young Japanese who had returned from completing a collegiate course of studies in America, being asked if he had studied religion, replied: "No, I had no time for anything but the practical bearing." Indeed this is a practical age. The wide world over people are talking about doing things practically. Ministers are encouraged to preach practical sermons. Editors are running practical newspapers. Engineers, instead of sapping the energies of their lives in rearing hanging gardens and monster pyramids, are interesting themselves in inter-oceanic canals, ship-railways and other things of a like practical nature. In fact every thing tends toward the practical. Yet no word is so generally misunderstood. Religious enthusiasts might urge that the Japanese could teach nothing more practical than religion, for what would it profit him if he gained a good education and lost his soul. Just where the practical leaves off and the impractical begins is a matter of speculation.

Some say teach just such arithmetic as the pupil will utilize in after life in business enterprises. But who ever had an example in business involving the cube root, arithmetical series, complex fractions, permutation and a great number of other subjects which arithmetic are crowded. Who ever had to prove in business that all right angles are equal, or that any two sides of a triangle are greater than the third side? Who ever had a practical case of finding the weight of a fish when only the weight of the head and a fraction of the tail are given? Or how long it will take two men to do a piece of work when it takes one man six days to do it alone? A practical man of experience would be apt to reply that it depends upon the season of the year, in which the work is to be done, and the number of shade trees in the field; and then the probability is that it will take both longer and shorter.

Whose digestion is better for knowing that his food must be properly masticated, unsaturated, etc., etc. Some say a practical knowledge of the classics is just a sufficiency for getting on along smoothly in derivation. Those who have had the classics before them affirm that a practical knowledge enables one to read them at sight, and anything that comes short of this is impractical. Each one, it seems, determines what is practical from a standpoint of his own, the standpoint being such as may enable the individual to turn a humble penny.

Should a pupil, on graduating in our public schools, make application for a position in a drug store, he would probably be met with the question, have you studied chemistry? Oh, he replies, yes, upon which the proprietor pours forth such an amount of questions as to utterly bewilder him. What, retorts the proprietor, you want a position in my drug store and know nothing about chemicals but theory? I never went to school and yet I know infinitely more about these things than you do. I never make a mistake in compounding medicines, and you don't know a poison from anything else. You may talk to me about bonds of affinity, anatomy, molecular forces, and that sort of nonsense, but I know more about nothing but the practical. The trouble with our schools is they attempt to teach too much. If they would narrow the course of studies and teach chemistry and pharmacy practically and thoroughly, they would succeed better.

Not meeting with success here, he applies for a position in a bank and is asked if he has studied book-keeping, banking, etc. Of course he has studied these and is given long and correct answers to the questions, but the things in the line of banking, told, and gets through very poorly indeed. Our clerk, replies the banker, never went to school, yet he handles our subjects better than you do. The trouble with our schools is they attempt to teach too much. If they would teach only a few subjects and make their pupils experts in penmanship, commercial arithmetic, book-keeping, business forms, etc., they would succeed better. You have studied everything and are fitted for nothing, and thus he is confronted with the question, what position will you accept?

The idea is current that a pupil, on completing a course of general studies, ought to execute a skillful work in any line of business whatever, but no man of sense would attempt anything so extravagant, and because it cannot be done many would narrow the course of studies to the few subjects they find application for in business life. No matter how good an education a person has he stands at the threshold of his calling a novice, and can become proficient only by a long course of diligent application. A distinguished educator makes a clear division of this whole matter. He says: the primary aim of the academic schools of science and language is culture; that of the professional schools, practice. Self is the end of culture; but self is the instrument of practice. The academic training views man himself as the end, but the professional training views man as the means and the calling as the end or business for the pursuit of which he is to be fitted. The academic, or general training, fits for no line of business in particular, but it furnishes culture as the condition of the highest attainment in one special vocation. The man cultured has more fullness and strength as a specialist, than the same man uncultured.

Eagle Township, Nov. 18, '84.

## "AN HONEST MAN IS THE NOBLEST WORK OF GOD."

We may not be the most exemplary of Jesus Christ, earning his bread by the sweat of his brow on week days, and on the Sabbath preaching the word of God for the love of his fellow men on earth, and the love of his Father in Heaven. So much in the harmony with the manner of those fishermen in the days ago along the shores of Galilee. Such a one we have living a short distance from Clearwater, in the person of our much respected citizen, Rev. Moses Parker. Though possessed of a goodly share of this world's wealth, his plain attire

and unassuming manner is not unfrequently the cause of his being mistaken for something far different from that of a worthy divine.

Not long ago he had occasion to come to Clearwater to make a few purchases, happening into a store, the proprietor of which was a new convert to town, and while doing up his parcels engaged with him in quite a conversation, and finished up by asking him if he was working on the railroad.

A day or two ago we were coming out from Wichita on the train. Bro. Moses occupied an adjoining seat. He came to take a glance at him, taking him for a section hand, going out to the "front" to lay ties on the extension of the Sunflower. He passed on without disturbing him, but our worthy friend couldn't bear the idea of being a "dead-beat," so he followed the conductor to the rear of the car, and after some explanation to the effect that he was not a railroad, he persuaded him to accept his fare, after which he resumed his seat with an air of benign satisfaction, and entered into a pleasant conversation with the old lady concerning the great blessings that fall to the lot of this people owing to the fertile soil and fine climate of sunny southern Kansas, and in particular valley of the NE NE-SKA.

## HAS ITS SAY.

And Straight to the Point It Is—No Exactions, No Extra Charge, and the Fastest Time Ever Made—"Limited" by Means Excepted.

The Baltimore & Ohio is still on deck and more saucy than ever when it comes to taking out in meeting for the interests of the traveling public, as against the exactions of the latest and would-be rival lines. Its latest shaft to the camp of its high-priced and fancy-dressing lines is a hot one, and already there is squirming and twisting to get away from the issue. But there is no use of kicking against the prodding, and the average man nowadays knows a thing or two which all economically constructed advertisements of those who want the whole car, and then get enough, cannot blind him to the actual state of affairs. To pay eight or ten dollars extra for the simple riding on a road that assumes all in this is in itself worth having in all, and no longer worth the dividends of railroad companies and subsidiary corporations alike swell at the expense of an over-confident public. The B. & O. has itself gone into the "limited" express train business, and as is ever the rule with everything done by the solid old corporation, the people profit, and would-be rivals who are all the "limited" trains of other routes a sum is exacted largely in excess of the regular ticket rate, and the passenger, whether he be a choice or not, has to pay another fare in the shape of sleeping-car extra. If he declines to accept the conditions so arbitrarily imposed, he will have to go on the slow train, as according to the latest principles of these autocratic companies, fast time is only for the wealthy. On the B. & O. the rule is, however, the honest-donest of all, and the great American maxim that every man in his own master, to follow his own way, will have been overthrown. The governing rule of its half century and more of existence, in other words, there are no extra charges of any kind, and all honest and upright men, and figuratively speaking, if a man don't want his head to be taken off, he will have to follow the rule of the B. & O. The day coaches on the B. & O. Limited are the best first class out of the shop, and perfectly appointed, combining all the latest improvements. They are all other cars on the train, run without change, and all in the same unparalleled time. The schedule, Chicago Limited leaves that city at 5:30 p. m., arriving in Washington the next evening at 7:30, and Baltimore an hour later. This certainly is flying, a twenty-five hour run to the national capital being all anyone could ask. And it is not done at a dangerous rate of speed or in any way reckless manner. On the B. & O. they take no risks of this sort, but when showing the time they take out all the minor stops, and by long steady runs cover a vast amount of territory in a very short space of time. Two other trains between Chicago and Baltimore are the Garden City, one at 8:10 in the morning and the other 11:10 at night. From St. Louis the Limited leaves at 8 a. m., and from Cincinnati at 7:30 p. m., reaching Washington the next afternoon at 2:30 and Baltimore at 3:35. There are other trains also from St. Louis and Cincinnati, and east bound the B. & O. fills the bill of popular expectation to a T. West bound it comes in again with a schedule liable to make the officials of other lines take to their beds with a water-tight headache. The Limited for Chicago leaves Baltimore at 9 a. m., and Washington at 9 a. m., and reaches Chicago at 9:20 the following morning, making a half-hour's faster time than the much vaunted "Limited" of a rival line, and on which the excess charge is no less than \$8 from Washington to Chicago, and \$10 from St. Louis to Chicago. The Limited for Cincinnati and St. Louis is another corker, leaving Baltimore at noon, Washington at 1:05 p. m., and arriving at Cincinnati at 10:15 a. m., four hours ahead, and at St. Louis at 6:30 p. m., four and a half hours ahead of the so-called "Limited" express. During the past summer the B. & O. has made a half-hour faster time from Washington to that city than any other would-be. And it is not done at a dangerous rate of speed or in any way reckless manner. On the B. & O. they take no risks of this sort, but when showing the time they take out all the minor stops, and by long steady runs cover a vast amount of territory in a very short space of time. 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